

Bonus Height Program (to replace “Bonus Height Program” intro of DTC (pg. 93))

The Bonus Height Program (BHP) allows additional building height for properties zoned Downtown Code (DTC) in exchange for contribution to specified programs that provide benefits to the public. The bonus height shall be permitted if the proposed development demonstrates elevated design and contributes to specific public benefits in the amount and manner set forth herein.

Projects seeking to earn bonus height through the BHP shall demonstrate **elevated design**, including but not limited to:

- A clear design intent, language, and artistry. Projects should successfully operate at multiple scales including that of the pedestrian realm (through streetscape and ground floor programming), as well as through the base (through façade articulation and massing), and for high-rise buildings (20+ stories) – within the greater city skyline (through viewshed considerations and tower expressions such as uninhabitable skyline elements).
- The harmonious and effective response to the given site context, both in form as well as in program and amenities provided for the community.
- A human-oriented approach over vehicular considerations.
- The latest in known climate-aware technologies, as well as long-lasting and timeless materials, expressions, and building systems.

To that end, new projects over 50,000 square feet of total floor area shall meet the following **prerequisite requirements** prior to being able to earn bonus height. Unless otherwise noted, prerequisite requirements may be eligible for modification under the parameters outlined in the Downtown Code (DTC).

1. LEED Silver Certification (or an equivalent nationally-recognized, third-party system of overseeing green building and/or sustainable development practices – such as NGBS or Green Globes).

Significance: Green building certification helps ensure the longevity of Downtown Nashville’s building stock by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste.

2. If present, all overhead utility lines along any public street frontage or open space shall be removed – relocating them underground. The relocation of overhead utility lines must allow for future needs as determined by the local utility provider and ensure public safety, system reliability, system capacity, future maintenance and accessibility, and load growth.

For NES (Nashville Electric Service) utility lines – NES, in its sole discretion, will determine how underground infrastructure will affect current conditions or future plans for their system. To ensure the reliability of NES’s system, NES may require that underground infrastructure extend beyond the limits of the proposed development and require additional manholes, switches, or other infrastructure be installed in addition to what is required to serve the planned development.

The relocation of overhead utility lines shall not interfere with, or impact other underground infrastructure, required street trees, and their tree wells. This requirement may be waived by the Executive Director of the Metro Planning Department or their designee if there are significant impediments to relocating utility lines, such as the presence of district-wide infrastructure within 5 feet of the ground surface.

Significance: The relocation of overhead utility lines within the pedestrian realm removes impediments to walkability, contributes to a clearer and more beautiful streetscape, and allows life-safety access that is often impeded by overhead lines.

3. Achieve at least 60% runoff reduction through Metro Water Services' (MWS) Low-Impact Development (LID) requirements. A waiver to this requirement from MWS shall not be sought.

Significance: Although full water quality is achieved with 80% runoff reduction, 60% reduction is the minimum amount required by Metro Water Services for redevelopment within the combined sewer system area.

4. Where new vehicular parking is being provided, Elective Vehicle (EV) parking, in accordance with the DTC's EV Parking Standards, shall be provided as follows:
 - For multifamily and hotel uses that provide more than 50 vehicular structured parking spaces, 2% of spaces shall be EVSE-Installed and 20% of spaces shall be EV-Capable.
 - For office and institutional uses that provide more than 200 vehicular structured parking spaces, 2% of spaces shall be EVSE-Installed and 10% of spaces shall be EV-Capable.

Significance: With the rapid emergence of Electric Vehicles (EVs) throughout the city and country, Downtown Nashville's new vehicular parking spaces (where provided) must be able to support the changing needs of these vehicles.

5. All new vehicular structured parking shall be located entirely underground.

Significance: While the Downtown Code does not require any vehicular parking, the inclusion of limited vehicular parking spaces for certain uses is understood. By placing parking underground, projects will further reduce intrusions of vehicles on the urban environment and make better use of above-ground space for habitable active uses. Furthermore, this can enable building and site design opportunities not otherwise available with the presence of above-ground parking.

General Standards

- Multiple bonus options may be compounded insofar as the total bonus height does not exceed the site's bonus height maximum.
- Transfer-eligible bonus height may be transferred one time to a receiving site within the DTC, provided it does not exceed the bonus height maximum of the receiving site. For the purposes of the BHP, 'receiving site' means a single parcel or group of adjacent parcels with common ownership, or up to two adjacent parcels without common ownership.
- Transfer-eligible bonus height that had been earned through previous iterations of the Bonus Height Program may still be transfer-eligible in its full amount.
- No building permit shall be issued for a proposed development seeking to use earned bonus height until the bonus height has been certified by the Metropolitan Planning Commission, in accordance with this section.

Definitions

- **Maximum Height:** The height (in stories) a site can build to without utilizing the Bonus Height Program.

- Bonus Height Maximum: The height (in stories) a site can build up to with the Bonus Height Program.
 - Available Bonus Height: The difference between a site's Bonus Height Maximum and Maximum Height.
 - Earned Bonus Height: Bonus height earned through the culmination of one or more bonus options.
 - Applied Bonus Height: Earned bonus height that has been applied at the same site that it was earned.
 - Transfer-Eligible Bonus Height: Earned bonus height that has not been applied at the same site that it was earned.
 - Transferred Bonus Height: Bonus height that has been transferred from the site that it was earned to another site.
 - Bonus Option: An option within the Bonus Height Program.
 - Bonus Option Cap: The maximum amount of bonus height (within a site's available bonus height) that can be achieved by a single bonus option. *See the Bonus Height Chart for more.*
 - Bonus Height: Any height that exceeds a site's maximum height.
 - Total Floor Area: Reference Section 17.04.060 - Definitions of general terms.
 - Diverse Residential Unit: A micro unit, family unit, senior/accessible unit, or individual lease unit that meets the requirements of the Diverse Residential Unit Bonus.
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Bonus Options (to replace “Bonus Height Program” section of DTC (pg. 94-97))

1. Green Building Bonus

Significance: Green building certification helps ensure the longevity of Downtown Nashville’s building stock by requiring sustainable design, construction, and operational practices that reduce carbon, water, energy, and waste.

Eligibility: New development over 50,000 square feet of total floor area and zoned DTC that achieves LEED Gold, Platinum, or Zero Certification (or an equivalent nationally-recognized, third-party system of overseeing green building and/or sustainable development practices – such as NGBS or Green Globes) shall be eligible for this bonus.

Calculations: The bonus height (in square feet) shall be equal to the total floor area of the proposed development, divided by:

- **TBD** (for LEED Gold or equivalent certification)
 - **TBD** (for LEED Platinum or equivalent certification)
 - **TBD** (for LEED Zero or equivalent certification)
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2. Preservation (Structures and Sites) Bonus

Significance: The preservation and/or re-use of Downtown Nashville’s historic or otherwise culturally significant structures and sites is critical to maintaining the character and identity of our city.

Eligibility: Any structure or site eligible for this bonus shall be zoned DTC and located within a Historic Overlay District. Any structure or site not located within a Historic Overlay District may become eligible for this bonus by abiding by one of the following two paths:

1. Path #1: Achieving Historic Overlay District status from the Metropolitan Planning Commission. This requires a recommendation from the Metropolitan Historic Zoning Commission, or its designee, on the worthiness of preserving the structure or site.
2. Path #2: Recording a declaration of restrictive covenants (reviewed and signed by the Executive Directors of the Metropolitan Planning Commission and the Metropolitan Historic Zoning Commission, or their designees) with the Davidson County Register of Deeds, with the following information:
 - The preservation of the structure and/or site in perpetuity by requiring that any exterior alterations including demolition in whole, or in-part be reviewed and approved by the Metropolitan Historic Zoning Commission following the Commission’s process and policies, the Secretary of Interior’s Standards, and any applicable design guidelines.
 - The forfeiture or any future claim for additional building intensity of development, including any type of variance of the preserved building.
 - The building area being preserved (in square feet), and the amount of bonus height (in square feet) being derived from its preservation.

Calculations: The bonus height (in square feet) shall be equal to the development rights being forfeited by the preservation of the structure, site, or legacy business, calculated as follows:

- For preserved structures or sites zoned DTC: The maximum height (in stories) permitted on the site minus the number of stories of the preserved structure or site, multiplied by the square feet of the structure, site, or legacy business footprint, multiplied by *TBD*.

Note: This bonus may be stacked with the Preservation (Legacy Business) Bonus.

3. Preservation (Legacy Businesses) Bonus

Significance: The preservation and/or incorporation of Nashville’s legacy businesses within the downtown area is critical to maintaining the character and identity of our city.

Eligibility: Legacy businesses are those businesses, located on a property zoned DTC, that have been operating for 20 years or more exclusively within Nashville/Davidson County, or that may have expanded/relocated exclusively within the state of Tennessee. Legacy businesses contribute to the history, culture, and identity of Nashville. This includes meeting at least two of the following criteria:

- The legacy business has been under the same family’s ownership for multiple generations (documentation required)
- The legacy business provides authentic goods or services that have been associated with the business for a majority of its existence
- The legacy business cultivates tradition and culture that has been associated with the business for a majority of its existence
- The legacy business is located within a Historic Overlay District

Legacy businesses can be preserved – either by maintaining their space within an existing structure or by selling or leasing space to them within a new development proposal. Prior to Bonus Height Certification, a declaration of restrictive covenants, recorded with the Davidson County Register of Deeds, with the following information shall be reviewed and signed by the Executive Director of the Metropolitan Planning Commission, or their designee:

- The preservation of the business – either by selling space within a structure to the business, or by agreeing to lease the space within a structure to the business for at least 15 years.
- The area being sold or leased (in square feet) to the legacy business, and the amount of bonus height (in square feet) being derived from its preservation.

Calculations: The bonus height (in square feet) shall be equal to the area being sold or leased to the legacy business, multiplied by *TBD*.

Note: This bonus may be stacked with the Preservation (Structures and Sites) Bonus.

4. Neighborhood Support Space Bonus

Significance: Over the past decade, Downtown Nashville has transformed into several distinct neighborhoods, with thousands of residents. Complete communities (and neighborhoods) are places where residents’ daily needs are met. Spaces for services, amenities, or businesses that contribute to these needs are important to ensuring Downtown Nashville’s neighborhoods are complete.

Eligibility: Neighborhood Support Spaces shall be occupied by those uses that are located on the ground floor (with possible exceptions for upper floors with public access to the public ROW) and that achieve one of the following:

1. Spaces that fulfill an individual's daily/weekly needs (e.g.: childcare, grocery store, pharmacy, hardware store, homewares store, shipping, dry cleaning, salon, barbershop, nail salons, medical offices, etc.).
2. Spaces that strengthen the surrounding community (e.g.: cultural center, community center, recycling/compost collection center, community garden, etc.).
3. Spaces for non-profits or other organizations that directly serve a community (e.g.: business incubator, neighborhood or religious organizations, makerspaces, etc.).

Prior to Bonus Height Certification, a declaration of restrictive covenants, recorded with the Davidson County Register of Deeds, with the following information shall be reviewed and signed by the Executive Director of the Metropolitan Planning Commission, or their designee:

- The reservation of the Neighborhood Support Space for at least 15 years. Adherence to this standard shall be checked annually by the Metropolitan Planning Commission or its designee.
- The building area being reserved for the Neighborhood Support Space (in square feet), and the amount of bonus height (in square feet) being derived from it.

Calculations: The bonus height (in square feet) shall be equal to the area being reserved for Neighborhood Support Space, calculated as follows:

- In the DTC Central use area: multiplied by *TBD*.
- In the DTC South, DTC West, and DTC North use areas: multiplied by *TBD*.

5. Low-Impact Development Bonus

Significance: Although full water quality is achieved with 80% runoff reduction, 60% reduction is the minimum amount required by Metro Water Services for redevelopment within the combined sewer system area.

Eligibility: New development over 50,000 square feet of total floor area that exceeds the minimum runoff reduction shall be eligible for this bonus.

Calculations: The bonus height (in square feet) shall be equal to the total floor area of the proposed development, divided by:

- *TBD* (for runoff reduction between 61% and 79%)
- *TBD* (for runoff reduction between 80% and 89%)
- *TBD* (for runoff reduction exceeding 90%)

6. Exemplary and Resilient Public Spaces Bonus

Significance: A vibrant public outdoor space network is essential to a functional and livable Downtown Nashville. These spaces improve quality of life by promoting mental and physical health and providing a sense of community and social cohesion. Furthermore, public outdoor spaces provide opportunities for built-in resiliency through quality design.

Eligibility: Outdoor spaces that demonstrate at least four of the five landscape functions and all the public space criteria outlined in the DTC's Outdoor Spaces section within their design shall be deemed exemplary and shall be eligible for this bonus.

Eligible outdoor spaces that additionally meet at least one of the following criteria within their design shall be deemed resilient:

1. The site achieves certification through Sustainable SITES.
2. The project participates in the Climate Positive Design Challenge and demonstrates that the design will reach the Challenge's Climate Positivity Goals via the Climate Positive Design Pathfinder.

Calculations: The bonus height (in square feet) shall be equal to the area (in square feet) of the public space, calculated as follows:

- For exemplary public spaces: multiplied by *TBD*
 - For resilient public spaces: multiplied by *TBD*
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7. Diverse Residential Unit Bonus

Significance: A successful Downtown Nashville is one that includes a mix of residential unit typologies that meet the requirements of a diverse population with varied needs. Diverse residential units can provide opportunities for those that may not otherwise be able to call downtown home.

Eligibility: Diverse residential units that are designed in accordance with the following standards shall be eligible for this bonus:

- A majority of like type diverse residential units provided within a development shall be grouped in proximity to one another and near their respective common areas to encourage socializing and to create a sense of community. For example, family units shall be near other family units within the development – locating a single family unit on each individual story is not acceptable.
- A minimum of 1,000 square feet of common area shall be provided for every 20 diverse residential units within a development. At least 20% of all common area provided shall be outdoors. Appropriate common area uses include shared kitchens, living rooms, dining rooms, workstations, learning spaces, multi-purpose rooms, gyms, game rooms, lobbies, balconies, terraces, courtyards, and rooftops. Inappropriate common area uses include parking areas, storage rooms, private offices, hallways, bathrooms, and laundry rooms.

The following standards shall apply to the applicable diverse residential unit types:

1. Micro Units
 - Each eligible unit shall be 350 square feet or less. Built-in and/or flexible furnishings and storage are encouraged to ensure the units' functionality.
2. Senior and/or Accessible Units
 - Each eligible unit and common area shall be designed to be fully accessible (per ADA guidelines) and visitable by seniors and/or individuals with disabilities. Senior Apartments/Condos, Assisted Living Facilities, Memory Care Facilities, or another unit types typical for seniors or individuals with disabilities are all acceptable uses for this bonus.
 - Note: Staff and/or office areas associated with senior and/or accessible units may be considered for the Neighborhood Support Spaces Bonus.
3. Family Units
 - Each eligible unit shall provide:

- a. a minimum of two bedrooms, and ideally three or more bedrooms.
 - b. a generous entry area with ample, convenient, and secure storage to accommodate strollers and other larger items.
 - c. a laundry area/mud room.
 - d. an open plan layout area for the kitchen, dining, and living rooms, designed to allow for clear sightlines between spaces.
 - e. a secure and semiprivate outdoor area adjacent to the unit's open plan layout area, designed to maximize access to sunlight and views.
- Common areas in the building shall be designed to accommodate all ages. Child-centric furniture and activities shall be located within or directly adjacent to other common areas to allow for adult supervision.

4. Individual Lease Units

- Each eligible unit shall contain between two and four bedrooms with individual leases – a rental agreement in which people living in the same unit take responsibility only for their room and the shared spaces within the unit. Therefore, each tenant pays separately to the landlord. Bedrooms within these units shall be at least 160 square feet (not including a bathroom, if attached) and shall feature individual keyed door locks and deadbolt locks.
- Each eligible unit shall also contain a shared kitchen and living/dining areas accessible by all bedrooms within the unit.

Prior to Bonus Height Certification, a declaration of restrictive covenants, recorded with the Davidson County Register of Deeds, with the following information shall be reviewed and signed by the Executive Director of the Metropolitan Planning Commission, or their designee:

- The reservation of the Diverse Residential Unit(s) for at least 15 years. Adherence to this standard shall be checked annually by the Metropolitan Planning Commission or its designee.
- The building area being reserved for the Diverse Residential Units (in square feet), and the amount of bonus height (in square feet) being derived from them.

Calculations: The bonus height (in square feet) shall be equal to the area being reserved for Diverse Residential Units, calculated as follows:

- For Micro Units: multiplied by *TBD*
- For Senior and/or Accessible Units, Family Units, and Individual Lease Units: multiplied by *TBD*
- For Common Areas required by this section: multiplied by *TBD*

8. DES Connection Bonus

Significance: District Energy System (DES) uses steam and chilled-water systems to efficiently provide environmentally friendly energy solutions to buildings in Downtown Nashville. Through their system that is roughly 24,000 linear feet, DES can provide energy services from a single central location, rather than needing these services within each individual building.

Eligibility: Development projects that provide a letter of intent signed by the developer and DES documenting the commitment to connect to and/or expand the system shall be eligible for this bonus.

Calculations: The bonus height (in square feet) shall be equal to:

- For connections to the DES system (projects located within 500 feet of existing system): the total floor area of the proposed development, divided by *TBD*
 - For a developer-sponsored expansion to the system (projects located over 500 feet away from the existing system): the linear feet of proposed expansion, multiplied by *TBD*
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9. Infrastructure Analysis, Design, and/or Implementation Bonus

Significance: Metro departments (such as Planning, NDOT, Parks, Water Services, MDHA, WeGo, etc.) often conduct plans and studies that identify specific infrastructure improvement projects. The continued growth of Downtown Nashville requires more out of our existing infrastructure – and redevelopment may exacerbate this stress.

Eligibility: Downtown infrastructure that is analyzed, designed, and/or implemented by a private developer in accordance with the following standards shall be eligible for this bonus:

- An eligible infrastructure project shall be identified in a Metro department or agency’s plan, policy, report, or another document.
- An eligible infrastructure project shall be located within *TBD* of the project site.
- An eligible infrastructure project shall not be otherwise identified in the project Traffic Impact Study (TIS), zoning code, building code requirements, or other Metro requirements.

Calculations: Metro Planning shall maintain a list of eligible infrastructure projects, their location, and the bonus height available through either their analysis, design, and/or implementation. This list shall be updated annually, or as new infrastructure projects are identified in a Metro department or agency’s plan, policy, report, or another document. A Participation Agreement, outlining how the developer will contribute to the improvements, will be required as part of the use of this bonus.

10. Exclusion of Vehicular Parking Bonus

Significance: Already the most walkable, bike-friendly, and transit-focused part of the city, Downtown Nashville does not require any vehicular parking spaces by code. Parking maximums exist to limit the number of parking spaces that a development can propose. The exclusion of vehicular parking spaces within a Downtown Nashville development reiterates the area’s dedication towards pedestrian activity, bicycling, and transit ridership.

Eligibility: Development projects that do not provide any underground or above-ground structured vehicular parking shall be eligible for this bonus.

Calculations: The bonus height (in square feet) shall be equal to *TBD*% of the maximum number of parking spaces that the development could be permitted, and multiplied by *TBD*

11. Multimodal Enhancements Bonus

Significance: Downtown Nashville’s unprecedented growth brings unprecedented amounts of single occupancy vehicle trips and traffic congestion. Transportation Demand Management (TDM) strategies – both physical and policy-related – can expand people’s travel options and create attractive alternatives to driving.

Eligibility: Projects in accordance with at least two strategies from the Priority Strategies list and at least two other strategies (can be from either the priority strategies or other strategies lists), shall be eligible for this bonus, if the chosen strategies are not otherwise identified in the project Traffic Impact Study (TIS), zoning code, building code requirements, or other Metro requirements.

1. Priority Strategies

- Transit Stop Enhancements: For sites with a transit stop: improvements to the stop shall be made in accordance with WeGo's Transit Design Guidelines. Final design approval by WeGo is required.
- Shared Bicycle Amenities: Each of the following elements must be located together in a secure place that is accessible to all residential tenants and all office or other commercial employees within a building – showers, lockers, changing rooms, bicycle repair kits, air pumps, and at least 50% of the project's required bicycle parking.
- Micromobility Share: The owner/developer/property manager shall provide and maintain at least one micromobility option (bike, e-bike, scooter or similar) per 10,000 square feet of total floor area, separate from the publicly accessible options in the City, to all residential tenants and all office or other commercial employees for short-term access.
- Car Share: The owner/developer/property manager shall provide and maintain at least one car share vehicular parking spaces per 50,000 square feet of total floor area. These care share spaces shall be located in the most desirable parking spaces and accessible to all residential tenants and all office or other commercial employees of the building. The owner/developer/property manager shall obtain a car-share service to utilize those parking spaces.
- Vehicular Parking Cash-Out: Where vehicular parking is allotted to residential tenants and office or other commercial employees as part of a lease/employment agreement, and where an individual does not use that provided parking space(s), the individual shall be able to cash-out on the value of that space. This strategy cannot be used on the same site as the Unbundled Vehicular Parking strategy.
- Unbundled Vehicular Parking: Where vehicular parking is offered to all residential tenants and all office or other commercial employees separate from a lease/employment agreement. This strategy cannot be used on the same site as the Vehicular Parking Cash-Out strategy.
- Nashville B Cycle Station: *TBD*

2. Other Strategies

- Subsidized Transit Passes: The owner/developer/property manager/employer shall offer 100% subsidized transit passes to all residential tenants and all office or other commercial employees.
- Subsidized Micromobility Share: The owner/developer/property manager/employer shall offer at least \$30 a month to all residential tenants and all office or other commercial employees to use on publicly accessible shared micromobility options (bike, e-bike, scooter or similar).
- Sustainable Vehicle Preferential Parking: Where vehicular parking has been provided within a residential or an office or other commercial building, reserve at least five of the most desirable parking spaces per 50,000 square feet of total floor area for tenants/employees/visitors who use a more sustainable mode such as an EV, plug-in hybrid, carpool or vanpool to get to their destination. This shall not overlap with required EV parking spaces per the BHP prerequisite requirements.
- Micromobility Corrals: Areas of at least *TBD* square feet with unique ground markings, vertical delineators, permanent bike/scooter racks or storage, and located within at least one entire on-street parking space or within the furnishing zone, where available. Final design approval by NDOT is required.
- Commuter Fringe Benefits: *TBD*

Calculations: The bonus height (in square feet) shall be equal to the total floor area of the proposed development, divided by *TBD*

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Bonus Height Chart (to replace “Bonus Height Chart” table of DTC (pg. 99))

	Maximum Height	Bonus Option Cap	Bonus Height Maximum
Central			
James Robertson			
	9 stories*	n/a	9 stories*
Core			
	30 stories	TBD	unlimited stories
Core-Historic			
	6 stories on the interior of blocks; 10 stories on corners	TBD	10 stories
Upper Broadway			
	9 stories in 100'	n/a	9 stories in 100'
Second and Broadway			
2 nd Ave. N.	8 stories in 105'	n/a	8 stories in 105'
Broadway	5 stories in 65'	n/a	5 stories in 65'
SoBro			
General	30 stories	TBD	unlimited stories
Between 1 st Ave. S. and 2 nd Ave. S.	15 stories	TBD	30 stories
Within 100' of 8 th Ave. S.	8 stories	TBD	11 stories
River			
	10 stories	n/a	10 stories
South			
Lafayette			
General	8 stories	TBD	11 stories
Transitional Properties	15 stories	TBD	18 stories
Within 100' of Lafayette Street	12 stories	TBD	16 stories
Rutledge Hill			
Primary and Secondary Streets	6 stories	TBD	7 stories
Tertiary Streets	3 stories	n/a	3 stories
Rolling Mill Hill			
	65' with a SEP of 1:1.5	TBD	65' with a SEP of 1:1.5
Rutledge River			
	9 stories	TBD	12 stories
West			
Gulch North			
General	7 stories*	TBD	10 stories*
Fronting Herman Street	4 stories*	TBD	4 stories*
Gulch South			
General	10 stories	TBD	16 stories
Mid-Gulch Properties	10 stories	TBD	16 stories
Within 100' of Church Street, Broadway, and Demonbreun Street	15 stories	TBD	21 stories
Gulch South Key Intersections	20 stories	TBD	28 stories
Mid-Gulch Key Intersections	20 stories	TBD	28 stories
North			
Hope Gardens			
Primary Streets	7 stories*	TBD	8 stories*

Secondary Streets	4 stories*	<i>TBD</i>	5 stories*
Tertiary Streets	3 stories*	<i>TBD</i>	3 stories*
Sulphur Dell			
Primary Streets	7 stories*	<i>TBD</i>	8 stories*
Secondary Streets	5 stories*	<i>TBD</i>	6 stories*
Tertiary Streets	4 stories*	<i>TBD</i>	5 stories*

*No new development within the James Robertson, Gulch North, Hope Gardens, or Sulphur Dell DTC Subdistricts shall exceed an elevation of 560’ above sea level, no matter the maximum height or bonus height maximum.

Bonus Option Caps

- No one bonus option shall earn more than *TBD* % of the site’s available bonus height.
- When a site has an unlimited bonus height maximum, the site’s available bonus height shall be equal to its maximum height for purposes of determining the bonus option cap. At these sites, any bonus height earned in excess of the available bonus height shall not be subject to bonus option caps.
- Earned bonus height that does not exceed the site’s bonus height maximum, and has not been applied shall be eligible to be transferred to a separate receiving site.
- Earned bonus height in excess of the bonus option cap shall be eligible to be transferred to a separate receiving site.

BHP Amendment – effective date language

- Through January 1, 2024, developers seeking bonus height through the DTC Bonus Height Program would have the option to either participate in the existing BHP or the amended BHP.
 - To use the existing BHP, a project must have a DTC Bonus Height Certification application submitted and on file with the Planning Department prior to January 1, 2024.
 - As of the effective date of this amendment (anticipated TBD Summer 2023), completed or under construction projects with eligible but uncertified bonus height, under the existing BHP, may not seek bonus height certification.
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Content Forthcoming

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Determination letter language (amending DTC p.14)

Prior to reviewing requests for modifications to overall height, the Executive Director of the Planning Department shall determine whether the development has ~~made reasonable~~ exhausted their efforts to use all appropriate bonuses available in the Bonus Height Program.

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EV Parking required in DTC (amending DTC p.80)

Add the following to p.80 of the DTC that reads:

EV Parking Standards

- EVSE-Installed parking spaces are reserved for EVs and provide drivers the opportunity to charge their electric vehicle using EV charging stations rated at a minimum of 32amp 7.2kW. These spaces should be installed per the requirements of the National Electrical Code (NFPA 70) as adopted and amended by the State of Tennessee.
 - EV-Capable parking spaces prepare for future Electric Vehicle Supply Equipment (EVSE) installation by providing dedicated electrical capacity in the service panel (40amp breaker for every two EV-Capable spaces) and conduit to the EV-Capable space. These spaces do not require wiring to the space or a receptacle.
 - Charging equipment must be mounted on the wall or on a structure at the end of the EV parking space provided.
 - No charging devices may be placed within the dimensions of the space, on the sides, or entrance to a space.
 - When cords and connectors are not in use, retraction devices or locations for storage shall be located sufficiently above the pedestrian surface and the parking lot as to reduce conflicts with pedestrians and vehicle maneuvering.
 - Cords, cables, and connector equipment shall not extend across the path of travel in any sidewalk or walkway.
 - All EVSE-Installed parking spaces shall be signed as “Reserved for Electric Vehicle Charging”
-